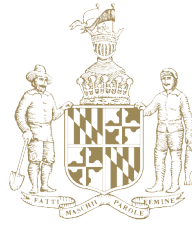


# **Sponsor Testimony**

Uploaded by: Charles Sydnor

Position: FAV

CHARLES E. SYDNOR III, ESQ.  
*Legislative District 44*  
Baltimore County



James Senate Office Building  
11 Bladen Street, Room 216  
Annapolis, Maryland 21401  
410-841-3612 · 301-858-3612  
800-492-7122 Ext. 3612  
Charles.Sydnor@senate.state.md.us

Judicial Proceedings Committee  
Executive Nominations Committee

*Joint Committees*

Administrative, Executive, and  
Legislative Review  
Children, Youth, and Families

*Senate Chair*  
Legislative Ethics

*Chair*  
Baltimore County Senate Delegation

THE SENATE OF MARYLAND  
ANNAPOLIS, MARYLAND 21401

**Testimony for SB 11  
Motor Vehicles – Speed Limits – School Zones  
Before the Judicial Proceedings Committee  
On January 25, 2023**

Good afternoon Chairman Smith, members of the Judicial Proceedings Committee,

I am here before you today to present Senate Bill 11, which addresses a vitally important topic concerning the safety of our school children and those who aid their commute to and from their respective schools. With school zone crossing guards and speed limit signs already working to control the safety and protection of children of all ages on their walk into school, the addition of speed cameras was supposed to be a measure adding another level of security and well-being to the minds of parents and school administration. However, under current statutory law school zones currently allow school zone speed camera up to 0.5 miles away from the school. Senate Bill 11, as amended, is meant to bring uniformity to camera placement in the least disruptive manner.

In a story that made national news in February 2022, a Maryland crossing guard was hit by a speeding car when she pushed a middle school student out of harm's way.<sup>1</sup> The incident was caught on camera by a nearby school bus. Another crossing guard was hit and hospitalized in critical condition in October 2022,<sup>2</sup> with no camera footage available as the nearest camera was 0.3 miles away, housed at a busy community intersection.<sup>3</sup>

Currently, the law allows a jurisdiction the power of placement anywhere within a 0.5-mile radius of schools, which can be up to 10 blocks away. In some instances, cameras aren't in an area to directly benefit school children's safety but are placed in high traffic areas where speeding is likely. Maryland State Highway Administration policy states that "except in unusual circumstances and

<sup>1</sup> 'Hero': Maryland crossing guard hit while protecting student from car. KIRO-7, February 6, 2022.

<sup>2</sup> Elementary school crossing guard critically injured after being hit by car in Northeast Baltimore. WMAR-2, October 26, 2022.

<sup>3</sup> Baltimore City Speed Cameras – Google My Maps. N.d.

as justified by a traffic engineering study, a school zone adjacent to a school should not exceed 500 feet approaching or beyond the school or the school activity.” Senate Bill 11, as amended, will adopt current Maryland State Highway Administration policy to ensure the placement of cameras in closer proximity to schools to ensure our children and crossing guards benefit from these camera’s usage within school zones. Children should feel safe getting to school, and not have to worry about themselves or the adults who serve to protect them in ensuring their safe passage to the building.

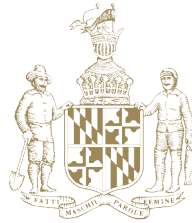
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# **Sponsor Testimony**

Uploaded by: Charles Sydnor

Position: FAV

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*Legislative District 44*  
Baltimore County



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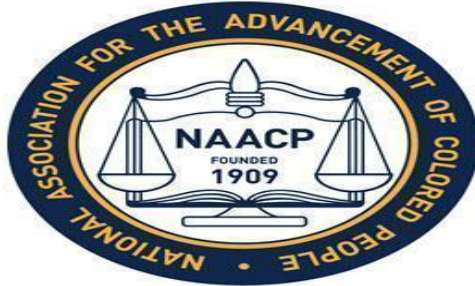
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# **SB11 NAACP**

Uploaded by: Ryan Coleman

Position: FAV



# Randallstown

**P.O. Box 731 Randallstown, MD 21133**

January 24, 2023

Judicial Proceedings Committee  
2 East Miller Senate Office Building  
Annapolis, Maryland 21401

RE: SUPPORT SB 0011, Motor Vehicles-Speed Limits-School Zones

Dear Chair William Smith:

May it be known the mission of the Randallstown NAACP is to secure equal rights in order to eliminate race-based discrimination and ensure the health and wellbeing of all persons in Baltimore County and the State of Maryland. The Randallstown NAACP members have stated Public Safety, Education and the Economy/ taxes as the top three issues. The automated cameras in school zones have morphed into a money maker/an additional tax for some jurisdictions especially Baltimore City. Jurisdictions place cameras in areas that have no safety impact on schools or children. This bill will ensure that the enforcement is in the areas to protect our children and schools.**The Randallstown Branch of the NAACP urges a favorable report from the committee on SB 0011.**

yours,

Ryan Coleman  
Randallstown NAACP, President  
<http://randallstownnaacp.yolasite.com>



**SB 11 - UNF-MML.pdf**

Uploaded by: Bill Jorch

Position: UNF



Maryland Municipal League  
*The Association of Maryland's Cities and Towns*

TESTIMONY

January 25, 2023

**Committee:** Senate Judicial Proceedings

**Bill:** SB 11 - Motor Vehicles – Speed Limits – School Zones

**Position:** Oppose

**Reason for Position:**

The Maryland Municipal League opposes Senate Bill 11, which would restrict the ability of Maryland's cities and towns from implementing critical vehicular safety measures around schools. The bill reduces the radius around a school in which a "school zone" may be designated, from 0.5 miles to 0.1 mile.

The designation of a school zone around a school carries with it two important safety features that municipal governments can implement to increase safety on nearby roadways. Both these measures, if implemented by a municipality, are accompanied by appropriate signage and public notice.

- First, the speed limit can be lowered to 15 MPH during school hours and
- Second, speed monitoring cameras may be installed and operational only between 6am and 8pm on weekdays.

These two tools are effective at reducing speeding and therefore increasing the safety of nearby schoolchildren. However, the provisions of the bill that reduce the radius of a school zone fundamentally diminish a municipality's ability to use these tools to an area that seems inadequate to properly safeguard against speeders. For instance, it takes a car driving at 20 MPH one and a half minutes to travel 0.5 miles, the current maximum radius of a school zone. However, it takes that same car only 18 seconds to travel the bill's proposed maximum radius of 0.1 mile at the same 20 MPH.

The provisions of SB 11 significantly reduce municipal authority to implement safety measures on roads surrounding a school. For this reason, the League respectfully requests that this committee provide Senate Bill 11 with an unfavorable report.

1212 West Street, Annapolis, Maryland 21401

410-268-5514 | 800-492-7121 | FAX: 410-268-7004 | [www.mdmunicipal.org](http://www.mdmunicipal.org)

**FOR MORE INFORMATION CONTACT:**

Theresa Kuhns

Angelica Bailey Thupari, Esq.

Bill Jorch

Justin Fiore

Chief Executive Officer

Director, Advocacy & Public Affairs

Director, Public Policy

Manager, Government Relations

# **Carrington 2023 Testimony SB11 Altering Radius for**

Uploaded by: Darrell Carrington

Position: UNF



**CARRINGTON & ASSOCIATES, LLC**  
*Integrity.Passion.Results*  
Since 2006



## **SB11 – Motor Vehicles – Speed Limits – School Zones**

### **UNFAVORABLE**

Carrington & Associates, LLC, on behalf of Sensys Gatso, request an UNFAVORABLE report for SB11. This bill would alter from a half-mile to one-tenth of a mile the radius around certain schools within which a school zone may be established and speed monitoring systems may be placed and used.

Sensys Gatso is the leading provider of automated traffic enforcement solutions with a strong global presence. Their mission is saving lives by changing the driving behavior of motorists. They are firmly committed to improving road safety by reducing vehicle speed and red light negation, by optimizing traffic flows and by contributing to a sustainable urban environment, always in close partnership with governments and other authorities all over the world.

The Sensys Gatso Group has more than 60 years' experience in developing and manufacturing innovative traffic enforcement, traffic management and managed services solutions, delivered to more than 70 countries worldwide. Since 1997, Sensys Gatso has supported the Swedish Government to implement their globally embraced road traffic safety project 'Vision Zero', aiming to achieve a road traffic system with no fatalities or serious injuries.

Over the past few years, and some suggest as a result of COVID-19, our State and the entire Nation witnessed an uptick of speed contests, exhibition driving and other reckless vehicular behaviors. There is a viral YouTube video showing cars doing "donuts" at an intersection in Silver Spring within feet of pedestrians, including children. Yet another video shows drivers doing donuts on the Beltway.

On October 26, 2022, around 7:20am, a school crossing guard was hit by a car in Northeast Baltimore. The guard was assigned to Sinclair Lane Elementary School. The guard was sent to the hospital in critical condition. Police say the driver was traveling at a high rate of speed.

According to a “DC News Now” segment on May 18, 2021, it was stated that in Maryland, nearly 50 teenagers die in traffic crashes each year, making it the leading cause of death among teens. Attached for your review and use is a report on pedestrian injuries created by the Maryland Department of Health and Mental Hygiene (DHMH). Pedestrian crashes are defined as traffic crashes involving a person reported on foot, including a motorist who has exited a vehicle. Parents, guardians, students and staff routinely exit vehicles in and around schools. The report details how pedestrian injuries affect the United States and Maryland in particular. The report notes that:

- In 2015, 100 pedestrians were killed in Maryland
- Annually, Maryland drivers are involved in nearly 3,000 pedestrian crashes, more than 86 percent of which resulted in an injury or fatality
- Between 2009-2013, about 90 percent of pedestrian-involved crashes occurred in Baltimore and Washington D.C. metropolitan areas.

Lastly, the National Institute of Health, National Library of Medicine in the National Center for Biotechnology Information, published a report on November 1, 2017 entitled, “Hotspots and causes of motor vehicle crashes in Baltimore, Maryland: A geospatial analysis of five years of police crash and census data.” In their abstract, the authors state that, “Road traffic injuries (RTIs) are the leading killer of young people (aged 15–29) globally, and without intervention road traffic crashes are projected to be the 7th leading cause of death by 2030. In the United States, road injuries are the leading cause of death for young men.” The authors also state that “With 2.7 million residents, the Baltimore metropolitan area is one of the larger cities in the United States. Despite covering only 92 of the 12,407 square miles of Maryland (0.7%), the city of Baltimore has the greatest proportion of motor vehicle crashes (MVCs) (21.8%) and RTI (15.3%) in the state.”

For the stated reasons We ask for an UNFAVORABLE report on SB11. We do not believe this is a time to deliberate reducing the radius in which speed monitoring systems can be deployed to protect children, parents, guardians and school personnel.

Please feel free to contact Darrell Carrington at [darrell.carrington@verizon.net](mailto:darrell.carrington@verizon.net), if you would like any additional information. We thank you in advance for your attention to this serious matter and re-emphasize that we request an UNFAVORABLE report.

# **Pedestrians Related Health Injuries MD DHMH.pdf**

Uploaded by: Darrell Carrington

Position: UNF



## Pedestrian Injuries

Pedestrian crashes are defined as traffic crashes involving a person reported on foot, including a motorist who has exited a vehicle.<sup>1</sup>

### How does this affect the United States?

- In 2014, there were 4,884 pedestrians killed in traffic crashes.<sup>2</sup>
- In 2014, pedestrian deaths accounted for 15 percent of all traffic fatalities.<sup>2</sup>
- Most pedestrian deaths occur in urban areas, non-intersection locations, and at night.<sup>2</sup>
- Alcohol involvement—for the driver and/or the pedestrian—was reported in 48 percent of all fatal pedestrian crashes.<sup>2</sup>
- In 2014, almost one-fifth (19%) of children 14 and younger killed in traffic crashes were pedestrians.<sup>2</sup>
- The rate of pedestrian deaths has declined dramatically since 1975 but still account for 15 percent of crash deaths. Adults aged 70 and over are at highest risk.<sup>3</sup>
- In 2014, on average, a pedestrian was killed every 2 hours and injured every 8 minutes.<sup>2</sup>
- Additionally, more than 145,000 pedestrians were treated in emergency departments for non-fatal crash-related injuries in 2014.<sup>4</sup>
- Pedestrians are 1.5 times more likely than passenger vehicle occupants to be killed in a car crash.<sup>5</sup>

### How does this affect Maryland?

- In 2015, 100 pedestrians were killed in Maryland.<sup>6</sup>
- In 2013, 110 pedestrians were killed, accounting for 25 percent of all traffic fatalities in Maryland.<sup>1</sup> In 70 percent of the pedestrian fatalities, the pedestrians were at fault, according to police crash reports.<sup>7</sup>
- Annually, Maryland drivers are involved in nearly 3,000 pedestrian crashes, more than 86 percent of which resulted in an injury or fatality.<sup>7</sup>
- Between 2009-2013, about 90 percent of pedestrian-involved crashes occurred in Baltimore and Washington D.C. metropolitan areas.<sup>7</sup>





## How do we address this problem?

- Maryland has 13 laws regarding pedestrian safety, 7 focus on motorists, 6 on pedestrians.<sup>7</sup>
- Maryland Safe Routes to School Program (SRTS) is a sustained effort by parents, schools, community leaders and local, state, and federal governments to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school.<sup>7</sup>
- The Maryland Highway Safety Office and its Regional Traffic Safety Programs (RTSP) partners distributed more than 100,000 pieces of educational material in 2014, including Street Smart branded materials, school system electronic pedestrian safety alerts, pedestrian 2015 Maryland Pedestrian Safety Program Area Brief 6 safety law cards, booklets for school aged children copies of the Bicycling in Maryland booklet, safe bicycling brochures and other materials.<sup>7</sup>

## Additional Resources

- Street Smart <http://www.sha.maryland.gov/index.aspx?PagelId=357>
- Maryland Safe Routes to School Program: <http://www.roads.maryland.gov/Index.aspx?PagelId=735>
- Maryland Highway Safety Office Regional Traffic Safety Programs (RTSP) <http://www.mva.maryland.gov/safety/mhso/program-pedestrian-safety.htm>
- Be Alert: Don't Get Hurt: Johns Hopkins University Pedestrian Safety Campaign <http://www.jhsph.edu/research/centers-and-institutes/johns-hopkins-center-for-injury-research-and-policy/information-materials-and-resources/pedestrian-safety-campaign/>

## References

1. Maryland Strategic Highway Safety Plan (2016-2020). (n.d.). Retrieved January 25, 2017, from [http://www.mva.maryland.gov/\\_resources/docs/MarylandSHSP\\_2016-2020-Final.pdf%20](http://www.mva.maryland.gov/_resources/docs/MarylandSHSP_2016-2020-Final.pdf%20).
2. Traffic Safety Facts, 2014, Pedestrians. Retrieved January 24, 2017, from <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812270>.
3. Pedestrians and bicyclists. (n.d.). Retrieved January 24, 2017, from <http://www.iihs.org/iihs/topics/t/pedestrians-and-bicyclists/fatalityfacts/pedestrians>.
4. Centers for Disease Control and Prevention. WISQARS (Web-based Injury Statistics Query and Reporting System). Atlanta, GA: US Department of Health and Human Services, CDC; 2014. Available at <http://www.cdc.gov/injury/wisqars>. Accessed January 27, 2017.
5. Beck LF, Dellinger AM, O'Neil ME. Motor vehicle crash injury rates by mode of travel, United States: Using exposure-based methods to quantify differences. *Am J Epidemiol* 2007;166:212–218.
6. Maryland Highway Safety Office Annual Report. (2016). Retrieved January 27, 2017.
7. Pedestrian Safety in Maryland. (n.d.). Retrieved January 24, 2017, from [http://www.mva.maryland.gov/safety/\\_docs/FY15\\_Ped\\_ProgramAreaBrief%20Combined%20Final.pdf](http://www.mva.maryland.gov/safety/_docs/FY15_Ped_ProgramAreaBrief%20Combined%20Final.pdf).

## **DHMH Non-Discrimination Statement**

The Department of Health and Mental Hygiene (DHMH) complies with applicable Federal civil rights laws and does not discriminate on the basis of race, color, national origin, age, disability in its health programs and activities.

**English:** Help is available in your language: 410-767-6016 (TTY: 1-800-735-2258). These services are available for free.

**Español/Spanish:** Hay ayuda disponible en su idioma: 410-767-6016 (TTY: 1-800-735-2258). Estos servicios están disponibles gratis.

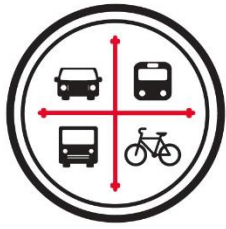
**中文/Chinese:** 用您的语言为您提供帮助: 410-767-6016 (TTY: 1-800-735-2258)。这些服务都是免费的

**Questions?** Please call the Injury Prevention Help line : 1-866-703-3266 or email:  
[dhmh.injuryprevention@maryland.gov](mailto:dhmh.injuryprevention@maryland.gov).

**SB 11\_CMTA Bikemore\_unf.pdf**

Uploaded by: Eric Norton

Position: UNF



**Transportation  
Alliance**



**Bikemore**

January 25, 2023

**Testimony on SB 11–  
*Motor Vehicles – Speed Limits – School Zones*  
Judicial Proceedings**

**Position: Unfavorable**

The Central Maryland Transportation Alliance and Bikemore oppose SB 11.

Ensuring public safety is one of the highest priorities of the State and this includes safety on our streets and roads. Enforcing speed limits around schools is about protecting children from death and injury, and this bill is making a policy change that could have significant impacts to the safety of children. On this bill, the paramount concern should be the efficacy of speed cameras in saving lives and protecting children, not the impact on local revenues and the Transportation Trust Fund. However, the fiscal and policy note says nothing about safety.

Adding more restrictions to the school zone system would be counterproductive. Maryland already restricts the time when systems can be enforced to school days between 8 am and 6 pm. Other states are expanding enforcement. Last year, New York passed a law that expanded school zone enforcement in New York City to 24 hours a day, 7 days a week. For reference, New York's law defines a school zone radius as no more than 0.25 miles.

Reducing the radius so drastically will restrict the flexibility of local governments to place cameras where they are most appropriate and feasible while considering the local context and road conditions. There may be an instance where a camera needs to be placed more than 500 feet away from a school. For example, in Baltimore City many elementary school children walk to school and the most dangerous road they cross could be blocks away from the school door.

We believe the committee should have the facts and data for Maryland's school zone safety program before making changes like the one proposed in this bill. For instance, a 2015 study from the Insurance Institute for Highway Safety found that Montgomery County's speed camera program "led to long-term changes in driver behavior and substantial reductions in deaths and injuries." It stands to reason that the program is similarly successful in other jurisdictions and this committee should know if reducing the radius will cause more deaths and injuries.

We respectfully request an unfavorable report.

# **SB0011 - Speed Limits – School Zones - Climate Par**

Uploaded by: Joseph Jakuta

Position: UNF

**Committee: Judicial Proceedings**

**Testimony on: SB 0011 - “Motor Vehicles - Speed Limits – School Zones”**

**Organization: Climate Parents of Prince George’s**

**Person Submitting: Joseph Jakuta, Lead Volunteer**

**Position: Unfavorable**

**Hearing Date: January 25, 2023**



Dear Mr. Chairman and Committee Members:

Thank you for considering our testimony in opposition to SB 0011, which concerns reducing the radius of school zones to 1/10th of a mile. Climate Parents is a campaign to reduce climate change causing pollution in our schools, and our group is active in Prince George’s County. In particular, we recently worked directly with Prince George’s County Public Schools (PGCPS) technical staff and other advocates to develop a first in the national School Climate Change Action Plan.

In our work developing a Climate Change Action Plan for PGCPS, one of the main solutions to reducing vehicle emissions was to encourage more walking and biking to school. This is particularly important for students that live within the non-transportation areas, which are defined as being within 1½ mile for elementary school students and 2 miles for middle and high school students in Prince George’s County.<sup>1</sup> However, one of the barriers to walking and biking to school is feeling unsafe, which is largely due to dangerous driving. When students and their parents do not feel it is safe to get to school by other means, they drive independently, which results in more localized air pollution at the entrance of schools, more wasted time for parents, and more chances for vehicles-on-pedestrian collisions at schools.

SB0011 moves exactly in the wrong direction. Rather than trying to increase road safety by expanding school zones to match non-transportation areas, this bill tries to make the least vulnerable road users, namely drivers, less accountable for following Maryland laws and keeping our children safe on their way to and from school. This bill would take away numerous tools, most importantly speeding cameras and increased fines, while working to benefit scofflaws that do not follow Maryland’s traffic laws.

We already have problems with pedestrian safety in Maryland. Pedestrian deaths in Maryland have remained stubbornly high since 2017.<sup>2</sup> Given that drivers can already violate the law by speeding 12 miles per hour over the legal limit before being issued a camera ticket, this means these vehicles are in the range of being much more likely to cause a fatality (AAA finds that the chances of a pedestrian dying in an accident are 75% for a vehicle traveling 39 mph).<sup>3</sup> To consider legislation that would hamper the ability to enforce traffic limits and thus increase the possibility of pedestrian deaths, specifically among students, is not a positive direction.

We encourage an **UNFAVORABLE** report for this important legislation.

---

1

<https://www.pgcps.org/globalassets/offices/general-counsel/docs---general-counsel/administrative-procedures/3000/administrative-procedure-3541---student-transportation.pdf>

<sup>2</sup> [https://zerodeathsmd.gov/wp-content/uploads/2023/01/FFY23\\_Ped\\_ProgramAreaBrief-Data\\_Final.pdf](https://zerodeathsmd.gov/wp-content/uploads/2023/01/FFY23_Ped_ProgramAreaBrief-Data_Final.pdf)

<sup>3</sup> <https://aaafoundation.org/impact-speed-pedestrians-risk-severe-injury-death/>

# **STB MD Assembly 2023 Testimony Bill SB0011 (Motor**

Uploaded by: Michael Scepaniak

Position: UNF

I oppose Senator Sydnor's bill SB0011 (Motor Vehicles – Speed Limits – School Zones). According to the Senator, the bill "is intended to improve school safety by modifying the definition of a school zone and requiring speed cameras to be placed closer to our schools". [1] The senator's thought is that reducing the school zone radius from 1/2 mile to 1/10 mile will force closer-in placement of speed cameras.

I very much appreciate the senator's intent, but there are better ways to achieve this goal. **Reducing** the school zone radius will allow for **higher** vehicle speeds on the **outer** portions of the school radius. But, school children will continue to walk in those portions, and this bill would expose them to those higher vehicle speeds.

Another unintentional downside of the senator's bill is that it would seem to run counter to Maryland's Vision Zero law. While the bill is obviously not intended to place more vulnerable road users at greater risk, it seems like that is what it would do, as it would open up more road miles to higher vehicle speeds during times of peak pedestrian use.

Instead of modifying section §21–803.1 to reduce the school zone radius, it could (and should) be modified to recommend the [many validated, safety-improving countermeasures](#) that can be employed on the streets near school zones, in addition to cameras, that would prove very effective at proactively slowing vehicle speeds. Also, a simple and straight-forward change that could (and should) be made to section §21–803.1 would be to reduce the maximum allowed speed (where a school crossing guard is posted, during the hours posted on signs) from 35 MPH to 20 MPH - a speed that is much safer for pedestrians.

There is no reason to modify section §21–809. While Maryland law allows for a 1/2 mile radius, the Maryland State Highway Administration (SHA), in typical practice, only employs a distance of 500 feet.

*Except in unusual circumstances and as justified by a traffic engineering study, a school zone adjacent to a school should not exceed 500 feet approaching or beyond the school or the school activity. Where that activity is a school crossing only, the school zone typically should end a short distance beyond the crossing. [2]*

As such, the SHA is already implementing the Senator's desired outcome. But, adopting the Senator's bill would mean closing off anything beyond 500 feet from the range of possibilities.

As currently constituted, I urge the committee to vote down this bill. Thank you for your time and attention.

Michael Scepaniak  
Co-president, [Strong Towns Baltimore](#)

[1] Sydnor, Charles. "January 2023 District Dispatch". January 9, 2023  
[https://www.charlessydnor3d.org/january\\_2023\\_district\\_dispatch](https://www.charlessydnor3d.org/january_2023_district_dispatch)



[2] Maryland State Highway Administration. "Automated Speed Enforcement School Zones". As of January 24, 2023 <https://roads.maryland.gov/mdotsha/pages/index.aspx?PageId=814>

**SB 11 - MoCo\_Morningstar\_OPPOSE (GA 23).pdf**

Uploaded by: Sara Morningstar

Position: UNF



# Montgomery County

## Office of Intergovernmental Relations

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ROCKVILLE: 240-777-6550

ANNAPOLIS: 240-777-8270

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**SB 11**

**DATE: January 25, 2023**

**SPONSOR: Senator Sydnor**

**ASSIGNED TO: Judicial Proceedings**

**CONTACT PERSON: Sara Morningstar (Sara.Morningstar@montgomerycountymd.gov)**

**POSITION: OPPOSE**

---

### **Motor Vehicles – Speed Limits – School Zones**

Senate Bill 11 would reduce the school zone radius from .5 mile to .1 mile within which automated traffic enforcement systems could be placed and used. Montgomery County opposes this legislation.

School zones are intended to provide a safer environment for children and their families getting to and from schools. By limiting the State Highway Administration or a local authority from establishing traffic safety treatments in those areas, such as automated speed enforcement, motorists may more easily ignore or forget mandatory lower speed zones which protect children walking and bicycling within proximity of schools.

Montgomery County encourages greater walkability in our communities. As one of the first county governments in the nation to initiate a Vision Zero plan, we are committed to eliminating serious and fatal collisions on our roads. Shrinking the size of existing and future school zones- as proposed under Senate Bill 11 – directly challenges our ongoing efforts that are supported by our residents.

Montgomery County would urge that the Committee adopt an unfavorable report on Senate Bill 11.

**SB0011-JPR\_MACo\_OPP.pdf**

Uploaded by: Sarah Sample

Position: UNF



## Senate Bill 11

### *Motor Vehicles – Speed Limits – School Zones*

MACo Position: **OPPOSE**

To: Judicial Proceedings Committee

Date: January 25, 2023

From: Sarah Sample

The Maryland Association of Counties (MACo) **OPPOSES** SB 11. This bill would shrink the current allowable and enforceable size of a school zone in all counties, undermining public safety programs in those targeted areas.

There are three major concerns this bill represents for counties: high cost to adjust existing infrastructure for school zone boundaries, the severe safety implications that come with a mandated loss of protected radius around a school, and the overlay of these factors onto an already challenging labor market for providing bus service.

This bill would effectively require the adjustment of speed cameras, traffic easing mechanisms, signage, and other enforcement tools around all existing school zones, which represents a significant cost to county governments. Specifically, reducing the use of speed cameras in neighborhood streets, a proven tool to combat unsafe driving patterns, is unwise public policy.

Currently, school bus services do not typically operate within the neighborhoods immediately surrounding a school and those students generally use these roadways on foot, by bike, scooter, skateboard, etc. The acute labor-driven bus service shortage has limited the availability of buses in neighborhoods directly adjacent to school zones and, therefore, the number of students on the streets around schools has significantly increased. *Realistically, this bill attempts to shrink the area protected as a school zone at a time when the safety demands in this area are increasing significantly.*

Counties appreciate that speed camera enforcement and penalties should be focused on the areas that matter most for pedestrian safety. Unfortunately, this bill would limit that ability at a time when these areas need an even greater level of protection. Accordingly, MACo urges an **UNFAVORABLE** report for SB 11.

**SB0011 - SHA - School Zones\_LOI\_FINAL.pdf**

Uploaded by: Patricia Westervelt

Position: INFO



Wes Moore  
Governor  
Aruna Miller  
Lieutenant Governor  
James F. Ports, Jr.  
Secretary

January 25, 2023

The Honorable Will Smith  
Chair, Judicial Proceedings Committee  
2 East, Miller Senate Office Building  
Annapolis, MD 20401

***RE: Letter of Information – SB 11 – Motor Vehicles – Speed Limits – School Zones***

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on Senate Bill 11 but offers the following information for the Committee's consideration.

Senate Bill 11 would reduce the size in which a school zone is established from a .5-mile radius around the school to .1 of a mile around the respective school.

The MDOT State Highway Administration (SHA) operates all non-tolled and numbered roads in the State. Any infrastructure, including school zone speed cameras, that is placed on MDOT SHA right-of-way by another political subdivision must be reviewed and approved by MDOT SHA before installation. The respective political subdivision's designated agency submits a permit to MDOT SHA to determine if the prospective camera location meets the criteria outlined in current MDOT SHA regulations.

With the change proposed by Senate Bill 11, the MDOT SHA would have to conduct an inventory of permitted school zone cameras that are currently deployed and determine if the cameras are compliant. There is a possibility that some of the cameras deployed may have to come down or be moved.

The Maryland Department of Transportation respectfully requests that the Committee consider this information as it deliberates on Senate Bill 11.

Respectfully submitted,

Mitch Baldwin  
Acting Deputy Director  
Office of Policy & Legislative Services  
Maryland State Highway Administration  
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Pilar Helm  
Director  
Office of Government Affairs  
Maryland Department of Transportation  
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